



CITY OF AKRON, OHIO

POLICE DIVISION

LARRY S. GIVENS, CHIEF OF POLICE

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SUBJECT	Off-Duty Jobs Involving Traffic Control		
			Chief Larry S. Givens

INTRODUCTION

A police officer hired by a private employer in a situation that affects the flow of traffic within the municipality often finds himself/herself in a position of conflicting priorities. While it is a fact that he/she is being paid by private concerns, the officer actually has responsibilities to others as well, including both the City as his/her primary employer and the public. The officer's authority to direct and control the traffic in conjunction with the needs and desires of the private employer to facilitate his progress on the job, must be used wisely and with discretion so that both the needs of the private employer and the rights of the public are considered.

PURPOSE

To provide guidelines and direction for police officers hired to control traffic for a private employer.

I. AUTHORITY AND RESPONSIBILITY

- A. Safety is the first priority, including that of the workers, the motorists and pedestrians.
- B. The officer is in charge of the control and interruption of the normal flow of traffic.

II. CONTROL OF THE AREA

- A. Maintaining the orderly flow of vehicular and pedestrian traffic is the main task and generally the reason an officer is required.
- B. It is important for the officer to familiarize himself/herself with not only the localized traffic disruption, but also to be aware of the "ripple effect" that reaches out from the area.
 1. While some delays are inevitable, these can be equalized in situations where conflicting or crossing traffic flows occur. Vehicles off-street may also be required to wait so that street movement can be accommodated.

2. When necessary to halt traffic for private employer's activities, this should be done during a natural gap in traffic, or at a time when traffic would be stopping anyway. Forcing vehicles to halt right after they have started from a green light is indicative of poor planning.
3. Backing traffic up into adjacent intersections creates additional flow interruptions and should be avoided.
4. Pedestrian traffic must also be controlled to allow the reasonable flow of vehicular traffic. "DON'T WALK" messages permit traffic to make turns and clear intersections, and a short wait by pedestrians may be necessary.
5. A police officer's duty is to keep the movement of traffic as smooth and unconfusing as possible; this cannot be done by "supervising" the construction project (i.e. looking in the "hole"). His attention should be on his job.

III. SIGNALS AND CONTROL DEVICES

- A. The officer should determine whether any signals in the problem area are actuated rather than timed. Blocked detectors may cause a signal to omit a phase or otherwise malfunction.
- B. Other signals may be part of a system set up to allow a steady progression of traffic along a street. The officer should become familiar with the signals in the area.

IV. SAFETY VESTS

- A. If the primary function on a secondary job is traffic control, officers are required to wear reflective safety vests.
- B. Officers are responsible for providing their own vests. In lieu of the reflective vest, officers may wear issued raincoats or windbreakers with the orange side out.

By Order Of,



Larry S. Grivens
Chief of Police

Date 5-4-92